



Public Hearing I-35 South Environmental Assessment

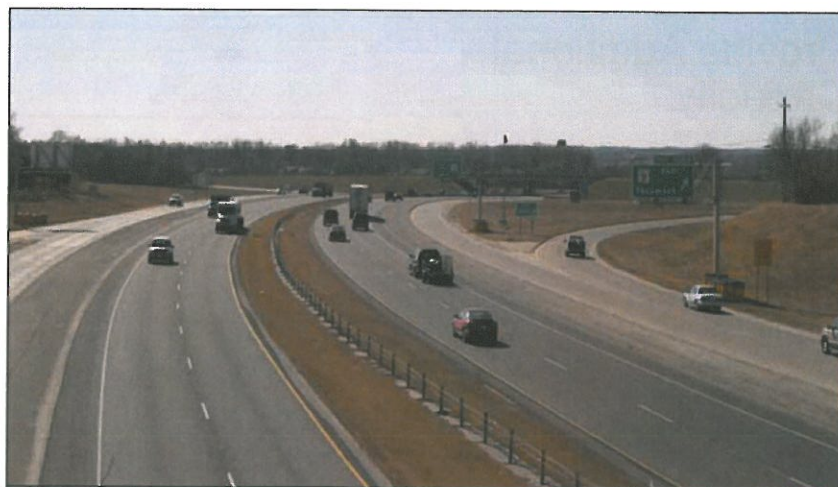
June 22, 2011

I-35 South Environmental Assessment



Introductions

- ODOT
- Benham
- FHWA





- Expand I-35 to 6 Lanes From Canadian River Bridge To ½ Mile North of Main Street
- Reconstruct SH 9E, Lindsey, & Main Interchanges
- Canadian River Bridge Improvements



- Increase Safety
- Provide Additional Capacity
- Implement OCART Study Recommendations



I-35 South Environmental Assessment



Study Area



I-35 SOUTH
STUDY AREA



I-35 South Environmental Assessment



The Roadway Improvement Process

- Establish Project within ODOT
- Complete Environmental Process
- Final Design
- Acquire Right-of-Way
- Relocate Utilities
- Construct Project





I-35 South Environmental Assessment

NEPA Process

- National Environmental Policy Act
- Decision Making Process



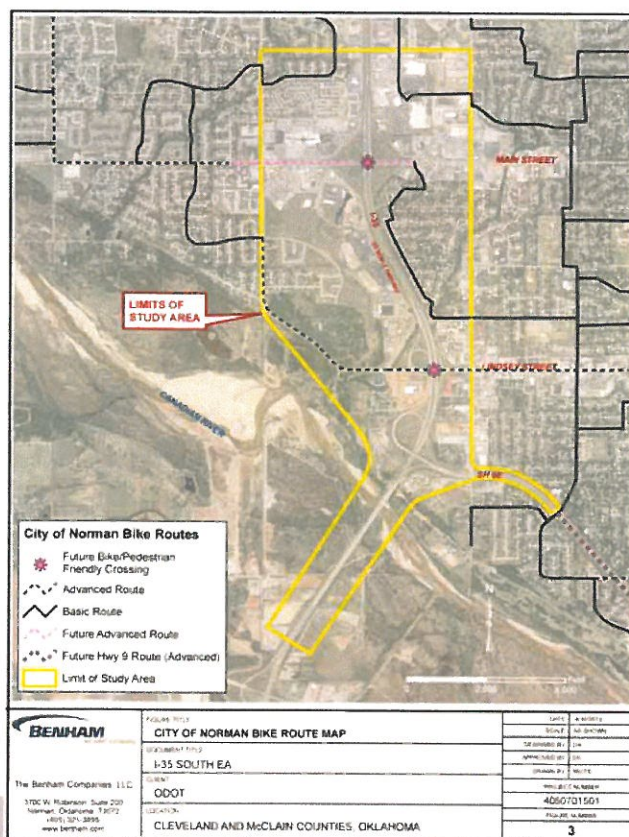
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NEPA Process

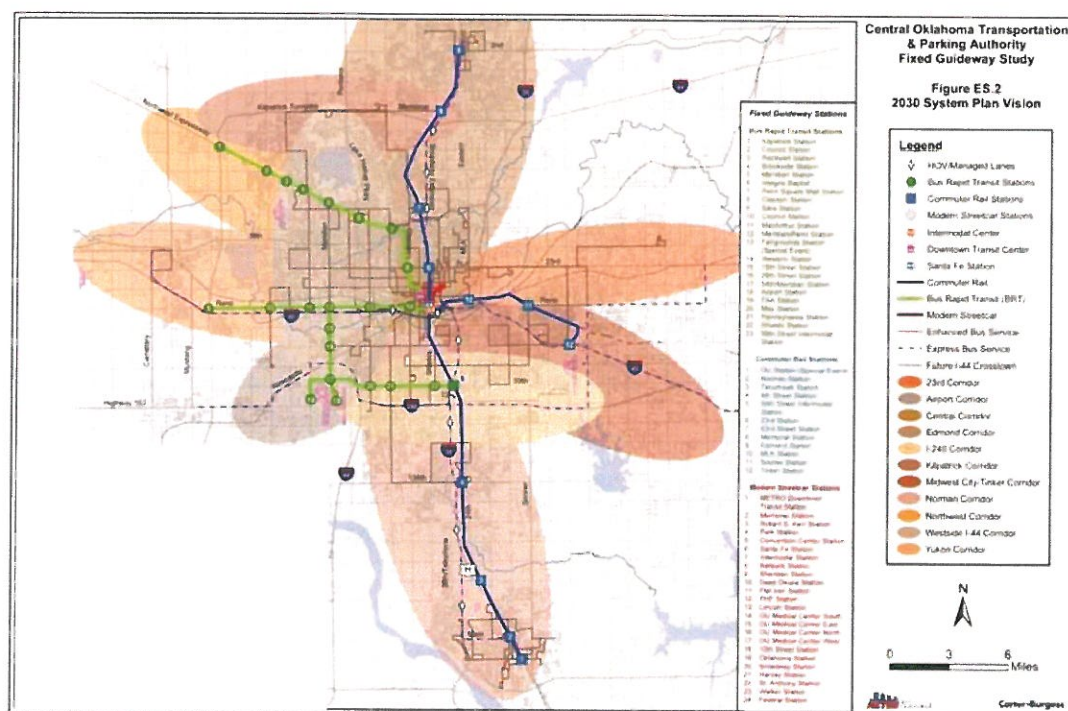
- Minimize Social, Environmental, & Economic Impacts of the Project
- Solicit Input from Federal, Tribal, State, Local Agencies, and Public
- Collect Environmental Data
- Consider Existing Planning Documents

I-35 South Environmental Assessment

Norman Bicycle Master Plan



I-35 South Environmental Assessment





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NEPA Process

- Minimize Social, Environmental, & Economic Impacts of the Project
- Solicit Input from Federal, Tribal, State, Local Agencies, and Public
- Collect Environmental Data
- Consider Existing Planning Documents
- Estimate Construction, Right-of-Way, and Utility Costs
- Evaluate Data and Costs to Select Preferred Improvements



I-35 South Environmental Assessment

■ PROJECT HISTORY

- Four (4) Public Meetings
 - Meeting #1 (Sept. 2007): I-35 South Project Overview
 - Meeting #2 (Sept. 2008): 6 Concepts
 - Meeting #3 (Feb. 2009): 2 Concepts Carried Forward plus 4 New Concepts
 - Meeting #4 (Sept. 2009): 1 Concept Carried Forward plus 1 New Concept





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■ PROJECT HISTORY

- Key Comments from Public Meetings
 - Keep all Existing Connection Points at I-35/Lindsey
 - Keep all Existing Connection Points at SH 9E/24th Ave. SW
 - Concerns re: Timing and Design of Noise Wall
 - Aesthetic Enhancement of Noise Walls and Bridges
 - Minimize Right-of-Way and Auto Dealership Impacts



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■ PROJECT HISTORY

- *Key Comments from Public Meetings (continued)*
 - Consider Existing Storm Water Drainage Problems
 - Ensure SPUI Accommodates Pedestrian Traffic
 - Provide Ed Noble Parkway Connection
 - Improve SH 9E/I-35 Traffic Flow





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■ PROJECT HISTORY

- In Total, ODOT has Considered Multiple Design Alternatives
 - Taken into Consideration Engineering, Traffic, Environmental, and Public Comments
- Preferred Alternative has now been Selected



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■ WHAT HAPPENS NEXT?

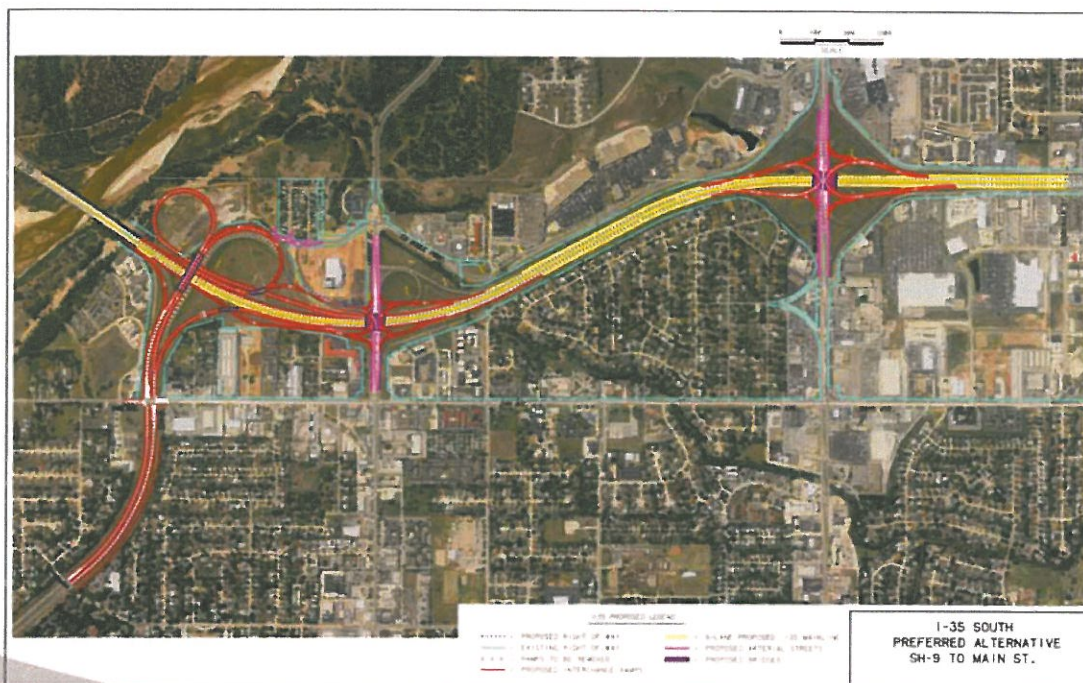
- Tonight's Public Hearing
- Receive/Review Public Hearing Comments
- Incorporate Public Comments into EA
- FHWA Reviews Updated EA, Issues "Finding of No Significant Impact" (FONSI)
- Project Becomes Eligible for Federal Funding; Design and Construction Conducted as Funding Allows Over the Next 8 Years





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■ Preferred Alternative



Screen 1





I-35 South Preferred Alternative

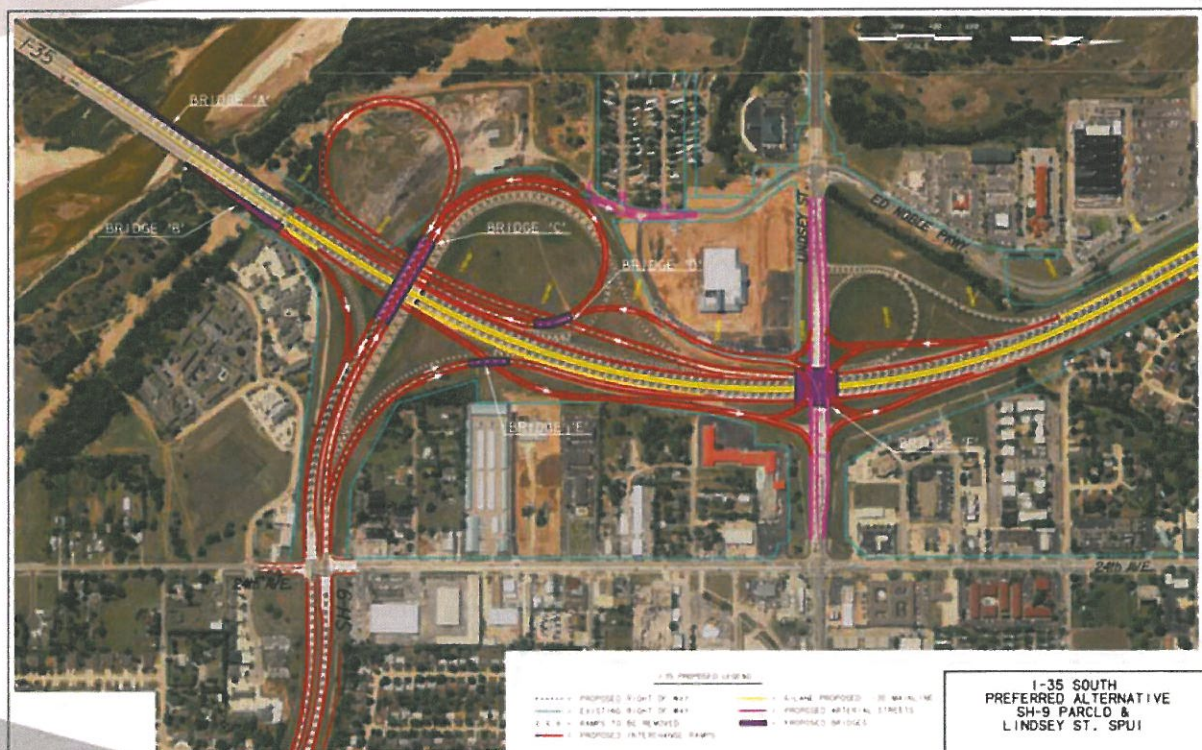
■ Main Street Features

Screen 2

- Single Point Urban Interchange (SPUI); see *video*
- Pedestrian/bicycle traffic accommodated safely and efficiently
- No additional right-of-way needed for new interchange
- Increased spacing between adjacent intersections
- Efficient handling of left turn traffic from I-35 ramps
- Eliminates existing weaving on Main from I-35 ramp traffic
- Allows exiting NB I-35 traffic to access North Interstate Drive
- Safer access to Ed Noble Parkway for existing SB I-35 traffic
- Auxiliary lanes along I-35 between Main and Lindsey improve ramp capacity



Screen 1





I-35 South Preferred Alternative

■ Lindsey Street Features

Screen 2

- SPUI
- Pedestrian/bicycle traffic accommodated safely and efficiently
- Utilizes less right-of-way than the present interchange
- Increased spacing between adjacent intersections
- Maintains all I-35/Lindsey movements



I-35 South Preferred Alternative

■ SH 9 East Features

Screen 2

- Partial Cloverleaf
- Provides a SH 9E/Ed Noble Parkway direct connection
- Double lane loop ramp for I-35 SB to SH 9E EB (highest traffic demand)
- Double lane entrance ramp for SH 9E WB traffic entering I-35 NB
- Ramps extending onto Canadian River Bridge

■ SH 9 East/24th Avenue SW Features

- Maintains all existing movements
- Adds third lane for WB SH 9E from McGee to 24th Avenue SW
- Adds third lane for EB SH 9E from I-35 through 24th Avenue SW

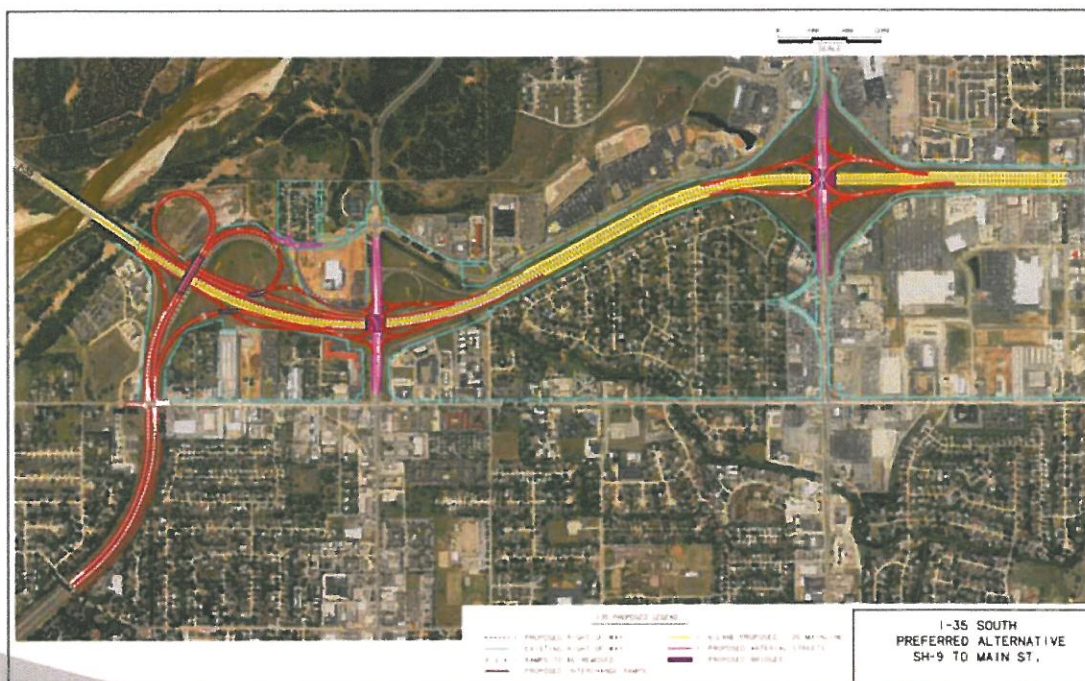




I-35 South Environmental Assessment

■ Preferred Alternative

Screen 1



I-35 South Preferred Alternative

Environmental Impacts

Screen 2

■ Right-of-Way

- No commercial or residential displacements

■ Noise Mitigation

- Noise barrier east of I-35 between Main and Lindsey Streets
- Noise barrier north of SH 9 E between 24th Avenue SW and McGee Street

■ Floodplains

- All work will conform to applicable state or local floodplain protection standards





I-35 South Preferred Alternative

Environmental Impacts

Screen 2

■ Wetlands

- Construction of additional Canadian River Bridge lanes in jurisdictional waterways/wetlands
- USACE 404 permitting is required

■ Biological Resources

- Interior Least Tern: Survey required prior to construction
- Arkansas River shiner: Reasonable & Prudent Measures must be taken to minimize adverse effects



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Public Participation

Screen 2

- Final Opportunity for Public Comment
- Need Comments within 2 Weeks (i.e., July 6, 2011)
- Comment Options
 - Tonight: Written or Oral Transcript
 - Future: Submit via Mail or Website
- Your Comments are Vital!





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Information Sources

Screen 2

- Web Address:
<http://www.okladot.state.ok.us/meetings/index.htm>
- Scott Stegmann – ODOT
Phone: 405.522.8014
200 NE 21st Street
Oklahoma City, OK 73105
E-mail: [sstegmann@ODOT.org](mailto:ssstegmann@ODOT.org)
- Diane Abernathy – Benham
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Screen 2

**Questions
&
Answers**

*Please be sure to provide
your name and address
with comments or questions.*



Thank you!